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SECURITY INFORMATION

Historical Data



AIR RESCUE SERVICE
MATS

1 JANUARY

30 JUNE 1952

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By authority of CO, ARS

Initials: *JWH* Date: *28 Oct 51*

HISTORICAL DATA

AIR RESCUE SERVICE
(MATS)

1 January - 30 June
1952

Headquarters
Air Rescue Service
(T-8)
3800 Newark Street
Washington 25, D. C.

Classification cancelled (Changed to UNCL)

By authority of R. N. DOVE

(Under authorized to change)

By R. N. DOVE, CAPT, USAF

(Name of official)

Ralph N. Dove - 31 Dec 51

(Date of change, including the signature)

PAR 39, AFR 205-1B

12 SEP 1956

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SECURITY INFORMATION

FOREWARD

The Historical Data for the period 1 January through 30 June 1952, contained in this report, records the most valuable information on the organization, mission, responsibilities, training and planning for the present and future.

It is hoped that the information contained in this study will be useful in meeting the objectives outlined in Air Force Regulation 210-3.

Like all other histories, this one is subject to revision and any suggestions for improvement of it will be welcomed.

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MISSION OF AIR RESCUE SERVICE

Provide world-wide air rescue service for all Air Force and other U. S. military activities requesting such service.

Maintain assigned rescue facilities in operational readiness to permit rapid deployment in support of combat operations in any area.

Provide air evacuation for air crews or other personnel from enemy territory in support of combat operations.

Render air rescue service upon request, to civilian aviation of the U. S. and to civil and military aviation of other countries in accordance with International Civil Aviation Organization (ICAO) procedures and policies of the Department of Defense.

Perform such other missions as are directed by the Chief of Staff, United States Air Force.

NOTE: Air Rescue Service is fulfilled by aerial and ground search, dropping of survival equipment and medical personnel, and evacuation of survivors.

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CODE OF AN AIR RESCUE MAN

It is MY duty as a member of the Air Rescue Service to save life and to aid the injured.

I will be prepared at all times to perform my assigned duties quickly and efficiently, placing these duties before personal desires and comfort.

These things I do that others may live.

POLICY OF AIR RESCUE SERVICE

Air Rescue Service exists only to save lives. The probability of finding survivors diminishes with each minute that passes after an air disaster occurs. Therefore, in each and every incident it must be presumed that there are survivors and every possible effort must be made to find, aid and return these survivors to safety. The thoughts and efforts of every man in the Air Rescue Service must be directed toward creating an organization better equipped and trained to carry out any rescue by day or night in the least possible time so that all will know that no life has been lost through a wasted minute or a misdirected effort.

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ADMINISTRATION

The proper and successful administration of the far flung Air Rescue Service organization during the last six months was a monumental task. It required the constant adherence by all to the established procedures and policies plus the constant watch for opportunities to weed out duplication and unnecessary practices.

As in every expanding component of the Armed Forces, the job of administration of ARS grew as time passed.

Charged with the monitoring of the administrative program was Colonel John Belechak, Chief of Staff to the Commander. He continued to recognize the utmost importance of sound administration and kept in force his policies of the past to insure it.

The Headquarters, Air Rescue Service Organization and
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Functions publication, republished as it is deemed necessary, is a volume of great importance to the staff of ARS. It sets out in a defined manner the responsibilities of each staff agency and will serve to bring out to the readers of this historical report the broadness of these responsibilities.

A pattern to follow in meeting the growing challenge of administering Air Rescue Service is contained in the Organization and Functions publication. A part of it is quoted here:

13. See Appendix VII, this study.

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"The purpose of the Commander, ARS, and his staff is to insure the accomplishment of the command mission by providing for the successful accomplishment of the missions of the subordinate units.

"Staff officers, to assist in this accomplishment, must utilize economically and help to administer properly the military resources of time, space, material, and personnel to the accomplishment of the over-all command mission.

"The proper utilization and administration of those military resources require the performance of six basic functions. None of these functions is sufficient within itself. They are the following: insure information; make plans; achieve coordination; make decisions; transmit directives; and maintain supervision.

"Finally, the essentials of staff effectiveness are: flexibility, teamwork, delegated authority, and a strong sense of individual responsibility."

MATS PROGRAM. Air Rescue Service expended a great deal of effort during this period in meeting the specific objectives of the MATS Program. The MATS Command Objectives outlined in the plan were efficient expansion; maximum utilization; increased safety; and improved morale.

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and Air Force Manual 900-2. Drafts of proposed emblems were prepared and forwarded to higher headquarters. Final approval of the emblem was given at Air Force level 2 June 1952 and as the period ended efforts were being made to obtain organizational flag bearing the selected emblem. The emblem is used on the front cover of this historical report. It depicts, within a shield, a Guardian Angel surmounting the globe with wings partially enclosing the globe.

SURGEON. The period covered in this report was one of important activities by the Air Rescue Service Surgeon's office. Through the combined efforts of the Air Surgeon, MATS and The Surgeon, ARS, seven (7) new Medical Corps and Medical Service Corps Officers were assigned to Air Rescue Service. The additional officers enabled ARS to assign at least one to the Squadron Headquarters of each overseas unit. This action increased the readiness of ARS as a whole and was of great value toward the accomplishment of the mission.

Selection of the new Medical officers was made only after much planning. Each officer was contacted personally while he still was attending the School of Aviation Medicine. The mission and operational aspects of Air Rescue Service were explained in detail to each and those interested submitted a request for transfer and assignment to ARS.

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Upon receipt of applications in the Surgeon General's office, USAF, necessary action was taken to transfer those officers to ARS.

The practical application of emergency medical treatment to wounded or injured personnel saved the lives of thousands of soldiers and airmen during the period. Naturally, the activities of ARS were greater in Korea than any other area due to the conflict there. Constant training and application of techniques and procedures proved successful in combat operations and other operations round the world.

A Medical Training Manual for ARS personnel was compiled and forwarded to MATS during the period. The manual was being revised as the period ended but it was expected that publication will be made in 1952. The manual will include lectures of anatomy, physiology, minor surgery, major emergency aid, evacuation (air and ground), biological and chemical warfare, and the treatment of atomic injuries.

MEDICAL TRAINING COURSE. The School of Aviation Medicine developed a four week medical training course for rescue and survival students of Air Rescue Service, during this reporting period. The course will be conducted at Gunter Air Force Base, Alabama, and information available at the end of the period indicated the first class will commence in November.

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world have done a tremendous job in serving everyone when called on.

OPERATIONS IN KOREA. The responsibilities of the 3rd Air Rescue Squadron and especially its famed Detachment 1 were increased during the period as the war in Korea continued and as United Nations air activity increased to its highest point since the conflict started. New techniques, new methods, and new policies have been developed to increase the efficiency of Air Rescue Service in serving all United Nations forces there.

In order to properly set the stage for this reporting period, some background information should be given. Since the outbreak of hostilities in Korea, the 3rd Squadron has been serving constantly in rescue of UN personnel from behind enemy lines and from other areas of combat; evacuation of wounded from front line stations to mobile army surgical hospitals in the rear or to hospital ships off shore; and in numerous other capacities such as transporting blood plasma and emergency supplies.

The 3rd was the first ever to administer blood plasma in flight to wounded men; was the first ever to test new type helicopters such as the H-5 and H-19 in combat; and was first to use the Grumman SA-16 type amphibian in combat.

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Being first in all these important tests and being responsible for such tremendous rescue coverage, the 3rd has served as a "proving ground" in the Korean war. Therefore, the development of new methods and policies in rescue work has been continuous.

The helicopter has become the most important type aircraft in rescue work in Korea. The H-5 was pressed into service soon after the conflict started and has done a fine job all along. This reporting period brought the first extensive use of the larger H-19 type 'copter, however, and it has proven to be more capable than the smaller H-5.

UNUSUAL SAVES BY HELICOPTER. Many unusual rescues were recorded by ARS helicopters in Korea during this period. One of the most outstanding was the actual "snatching" of a downed pilot while he was being escorted away by enemy ground troops. Lt J. R. Calhoun of Detachment 1 moved in for the rescue in his H-5 and upon arriving at the crash scene, saw the downed F4U pilot being led away by Communists. A/3C Kroll, aero-medic with Lt Calhoun, opened fire with an automatic weapon as the helicopter hovered over the group. The enemy troops took cover and Calhoun made another pass over the downed pilot who was running away from his captors. As the 'copter passed over, the fighter pilot grabbed the litter bar and was pulled aboard the H-5. The rescue craft

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was hit by enemy small arms fire but none of the personnel were injured.

On 25 January, 2nd Lt J. E. Lewis and aero-medical specialist A/2C J. D. Withers, accomplished an unusual rescue far behind enemy lines by saving a pilot who was wounded while actually hanging on the litter bar. The downed F-84 pilot was 1st Lt J. W. Corbin. As the rescue helicopter arrived at the scene of the crash, Lt Corbin was seen to be firing at enemy troops with his .45 caliber automatic. Disregarding the danger of being hit by heavy small arms fire from the Communists, the ARS craft hovered in and the downed pilot was picked up. As he was being pulled into the helicopter, Lt Corbin suffered a gun shot wound in the face. Skillful and immediate action on the part of the rescue crew succeeded in keeping the wounded officer from falling, however, and he was pulled to safety. He was returned to friendly territory where medical aid was available.

Many times during the period, helicopters were forced to withstand heavy ground fire and at the same time be subject to attack by enemy aircraft from above during a rescue. Such was the case in the above mission as enemy MIG 15's were destroyed by CAP F-86's while the pick-up was in progress. Combat rescue and evacuations during this period

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were marked by many examples of outstanding teamwork by various types of rescue aircraft. Every possible resource is exhausted as long as there is the slightest chance of saving a life.

An example involving a helicopter, an SA-16, and an F-82 was recorded in February. A helicopter was escorted to a pick-up point by an SA-16 to effect rescue of a downed F-84 pilot. The pilot was found to have a badly crushed foot and to be in need of immediate medical attention. The pick-up was made undercover of heavy CAP and the helicopter advised the SA-16 of the injured pilot's condition by air-to-air communications. It was decided to transfer the casualty to the SA-16.

The helicopter landed on a friendly island and the amphibian landed in a bay adjacent to the island despite icy water and low temperatures. The transfer was made but on take-off the SA-16 encountered heavy ice. The rescue plane became airborne, however, but once in the air discovered flight instruments had frozen and no readings could be made.

The problem was solved by contacting an F-82 escort which provided readings until a safe landing was made. The injured pilot's foot was amputated immediately upon arrival at a hospital.

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RESCUES MADE DIFFICULT DUE TO HEAVIER ENEMY FIRE. Through out this reporting period, rescue aircraft encountered heavier enemy ground fire while proceeding to pick-up points and while attempting rescues. The situation at times was so bad that missions had to be aborted when planes suffered heavy damage.

Captain Russell E. Tyler of Detachment 1 was involved in a near fatal rescue attempt which had to be abandoned due to damage to his helicopter. Arriving at the scene of the crash, Captain Tyler sighted three men sitting on the wing of the crashed plane. One of the men stood up and waved and Captain Tyler began to descend to attempt the pick-up. As he descended heavy enemy small arms fire hit his 'copter and the engine and nose sections were heavily damaged. Tyler was injured about the head and face by flying plexiglass but succeeded in clearing the area. After regaining his composure he landed on a ridge above the wrecked aircraft. CAP reported the three men no longer could be seen.

Captain Tyler noted his fuel was low and returned to a friendly area. After refueling he took off for another attempt at rescue. About half way to the pick-up point, the rescue craft encountered heavy enemy antiaircraft fire and was hit by what was believed to be a 40MM shell. Damage sustained caused the mission to be given up.

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During the month of February, Detachment 1 made a survey of the enemy defensive action during rescue attempts. The survey revealed that of forty (40) pilot pick-up attempts, helicopters encountered enemy fire twenty-two times. Two helicopters were lost and others were damaged by the enemy defensive action.

The increase in enemy fire naturally caused practically every rescue attempt behind the lines to be a daring operation. Nevertheless, Air Rescue Service combat support continued at a maximum and earned many messages of appreciation and congratulation.

Through Headquarters Fifth Air Force, Cryptographic Section, came this message from a Marine unit:

"Prompt and daring rescue our pilot today area YC 3005 by helicopter appreciated this command. This is third pilot this command recovered by helicopter. Well done."

SA-16 DOES FINE JOB ON ORBIT MISSIONS. The SA-16 Amphibian aircraft has proved its great value as a rescue aircraft again and again during this period of operations in Korea. The planes have been operating for both land and sea rescues time after time, always proving equal to the task.

The SA-16's have been especially valuable during this period of stepped-up air activity in Korea, flying hundreds of "lifeguard orbit" missions for air strikes. Strategic location of aircraft on these orbit missions has resulted in the saving of many lives.

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An example of the job done by SA-16's in open sea pick-ups during the period is this one which was accomplished by 1st Lt Harry D. Seigler of Flight D, Third Squadron.

Lt Seigler sighted a dinghy in which two Royal Navy fliers from England were tossing about in the sea after ditching their plane. The SA-16 landed and taxied near the dinghy. The engineer crawled out on a wing and tossed a lifeline to the downed fliers and they were hauled aboard wet and cold. Crew members of the SA-16 removed the fliers' wet clothing, treated them for injuries, wrapped them in blankets and gave them hot coffee. The rescue was accomplished within two minutes after landing.

In another exemplary SA-16 rescue, Lt John C. Trobaugh, USAF, was rescued from a vast tidal mud flat. Via the downed pilot's pocket radio, he was advised the SA-16 could not land in the mud and was directed to the nearest stream where a pick-up could be made. The SA-16 skillfully landed in the stream and almost full power was necessary to taxi up the narrow passage as the plane's hull dragged in the mud. The amphibian reached a point near the downed pilot, however, and lifelines were fired to him. He was dragged aboard where emergency treatment was given. The SA-16 pilot then found it necessary to use reverse propeller and back the aircraft out of the mud. The plane was under enemy fire during the entire time it was

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on the mud flat. A successful take-off was made, however, and the pilot was returned to his unit.

On another occasion an SA-16 strategically located on an orbit point observed a friendly plane explode. A bright colored parachute was seen to open, however, and the amphibian proceeded to the pilot and effected rescue in less than 10 minutes.

EVACUATIONS CONTINUE HEAVY. Front line evacuations by helicopter and other type rescue aircraft were extremely heavy during this reporting period. Many of the wounded and sick were saved by speedy transportation to rear area hospitals and to hospital ships. Complete statistics on evacuations and other missions for this period will be found in Appendix VI of this study.

COMPLETE SCORE IN KOREA. A look at the complete score of rescue and evacuation by the 3rd Air Rescue Squadron since the start of the Korean war brings out the tremendous job the unit has done.

As of June 1952, 5,323 United Nations personnel had been saved. Almost 2,000 of this number were aided during this period.

OTHER ACTIVITIES IN KOREA AND JAPAN. The Air Rescue Service units in Korea and Japan areas carried out other important assignments during this period not directly connected with combat support.

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One of the most important in this category was the continued transportation of United Nations delegates to the Peace Conferences in Panmunjum. Hundreds of trips were made and the helicopters assigned to this mission, according to reports, were photographed from all sides by the Communists.

Emergency supply drops were continued as necessary by all types of aircraft in support of the friendly population in the isolated areas. Mercy missions for the civilian population of the areas also were numerous, evacuating critically ill persons.

Normal search and rescue support for all military and civilian air operations in Japan were rendered throughout the period.

TRAINING EXERCISES. Units of Air Rescue Service throughout the world participated in important training exercises almost continuously during this period. Combat conditions were simulated in each and valuable training was received by personnel participating.

Three of the most important exercises were joint operations. Exercise Longhorn, conducted in Texas during the spring, was one of the largest joint Army-Air Force maneuvers ever held.

Air Rescue Service was charged with furnishing two Task Units for the exercise. Task Unit 1 was composed of thirty

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(30) personnel and Task Unit 2 was composed of thirty six (36) personnel. Each TU was assigned two SA-16 aircraft and one H-5 type helicopter.

The units were commended highly in umpire reports throughout the exercise as they gave actual and simulated problems adequate rescue coverage.

Actual problems covered during the exercise produced excellent training using the SA-16 and H-5 aircraft. They included a search for two paratroopers who bailed out in the wrong area and support for mass movements of aircraft in the maneuver area and the covering of emergency landings.

Participation in the conduct of the maneuver produced some more valuable training for ARS personnel. No outstanding problems of a major nature were encountered although numerous minor problems arose and were solved.

The consensus of final reports on the ARS participation summed up the training exercise as being valuable to all. However, certain recommendations were made to the effect that Air Rescue Service units participating in future such exercises should be given more specific tasks in the daily problem plan sent out by Friendly and Aggressor Forces.

INTERNATIONAL RESCUE EXERCISE. During the last week of June 1952, an International Rescue Exercise was conducted high in the Italian Alps near Solda, Italy. Representatives of

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American, Italian, and Spanish Rescue organizations participated.

Personnel representing Air Rescue Service included Major John G. Weir, Commanding Officer, Flight D, 9th Air Rescue Squadron; Captain Harlan L. Davis, Flight Surgeon, Headquarters, 9th Air Rescue Squadron; and Captain Louis J. Sacane, pilot, Flight D, 9th Air Rescue Squadron.

The purpose of the exercise was to test the feasibility of radio coordination of search and rescue parties in difficult terrain at high altitudes.

The mock rescue mission reported an unidentified aircraft to have been seen to go down in smoke near Monte Cevadale in the Orztaler Alps.

Headquarters of the 6th Alpine Division located at Merano was alerted. A mobile radio unit was sent from there to Solda and a search control center was set up. The control center established contact with various Italian rescue units in the area and each unit sent out two teams of four men each to converge on the area of the crash by mountain trails. The teams carried radio equipment and other equipment and supplies for a mission in this area.

The rescue plane from Flight D, 9th ARS was assigned to the search carrying medical drop kits and two pararescue medics from Flight D, Major Wallace Brannon and T/Sgt Austin Little.

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The plane easily made radio contact with the search teams and control center and had no trouble locating the "crash" which was situated at an altitude of approximately 10,730 feet.

Some valuable conclusions were established from the exercise. The report of Captain Davis on the exercise recommended tree jumps by pararescue personnel in such areas, aerial supply of rescue teams despite more rapid descent in the particular area, and that personnel conducting missions in such areas be trained in mountain climbing and be in top physical condition.

The exercise gave American observers a chance to learn much about the rescue services of the other participating nations and promoted much good will among them. It was determined that the Italians now have only a semi-operational Rescue Service but that it has possibilities. The Spanish organization is in its infancy and was not deemed to be of any immediate help; the French organization is about the same as the Spanish. The French did not participate in the exercise but had a civilian representative present.

REPORT OF MATS LIAISON OFFICER ON TOUR OF DUTY WITH SAC. Lt

Colonel Robert L. Rizon of Headquarters, Air Rescue Service, was ordered to serve as MATS Liaison Officer at Headquarters, Strategic Air Command, Offutt AFB, Nebraska, early in 1951 for

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an indefinite period during which tests would be conducted to determine the ARS requirements to meet the needs of SAC.

Colonel Rizon proceeded to SAC where a conference was conducted with representatives of ARS, SAC and the 390th Composite Wing in attendance. The conference produced certain agreements concerning details for the attachment of a fully equipped ARS flight to SAC for the tests.

It was decided Flight D, 4th Air Rescue Squadron would be attached to the 8th Rescue Squadron (SAC) at Camp Carson, Colorado for operational control. This was accomplished 1 February 1951 but no actual movement was made by Flight D being that it was located only 20-minutes flying time from Camp Carson at Lowry AFB, Colorado. Flight D was relieved of its responsibility for rescue coverage during the tenure of the assignment. The Flight's entire time was devoted to joint operations with the 8th Squadron in the development of tactics and techniques and testing special long range air evacuation equipment.

Flight D remained assigned to the operational control of the 8th from 1 February 1951 until 17 March 1952 during which time over 4,164 flying hours were logged by four SA-16 aircraft assigned to the Flight.

Many diversified operations were conducted and in the final report on the joint operation, from which all information contained here was extracted, the following were pointed

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out as the most significant doctrine developments:

- (1) Operation of Radar Homing Beacon, AN/CPT-2.
- (2) Low Level Long Range Navigation Missions.
- (3) Operation of AN/URC-4 Transceiver.
- (4) Infra-red and Ultra-violet Tests.
- (5) Combat Evacuation and Maximum Performance Operations.
- (6) Range Extension and Water Refueling of SA-16 Aircraft.
- (7) Low Level Radar Penetration Missions.
- (8) Participation in Air Proving Ground Test Maneuvers.

Although this list is general in nature, it can be seen that exhaustive tests of equipment, tactics, and techniques were made. The time required for them was well over one year.

At the conclusion of his assignment, the MATS Liaison Officer's report, dated 13 March 1952, gave the following summary,

quoted here in part: "In summary, it is believed that the time and efforts expended by personnel of Headquarters, Air Rescue Service and Flight D, 4th Air Rescue Squadron, has been well worthwhile. This conclusion is based on the fact that there now exists a better understanding and appreciation among the SAC personnel as to the ability of the ARS to accomplish the major portion of the SAC rescue requirement. The Air Rescue Service has also benefited materially insofar as it has been able to explore many proposed techniques and tactical doctrine aspects without being hampered by current operational rescue requirements. As a result of these efforts much has been learned, and standard operating procedures covering these operations have been included in the ARS Operations Manual."

COOPERATION WITH CAP. The relationship between Air Rescue Service and the Civil Air Patrol continued to be of great importance during this reporting period. Every effort was

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made on the part of all ARS units to maintain close harmony with the CAP since that organization renders valuable assistance many times a year in search and rescue missions.

Joint operating procedures between CAP and ARS were given much attention in order to have efficient utilization of all available resources in search efforts.

A number of beneficial SARCAP Training Missions were conducted in different areas and reports from them indicated the overall mission of the two organizations to save lives was making progress.

TECHNICAL TRAINING. The training of Air Rescue Personnel in the technical phases of rescue and survival methods and techniques continued to be carried out at the 2156th Air Rescue Squadron (TTU) at Palm Beach International Airport, Florida.

The mission of the 2156th was to:

- a. Maintain a completely organized, trained, and equipped organization in accordance with current Table of Distribution in order to accomplish the technical phases prescribed below.
- b. Train and qualify aircrews in the operations, tactics, and techniques of SA-16 aircraft, and its allied equipment in accordance with current directives.
- c. Train and qualify pararescue and survival specialists, and other personnel requiring similar training, in all phases of rescue and survival methods and techniques in accordance with current directives.

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d. Analyze, develop and recommend to Headquarters Air Rescue Service new air rescue tactics, techniques and procedures for incorporation into the ARS training and/or development program.

e. Accomplish such special projects as may be directed by the Commanding Officer, Air Rescue Service.

Continuous training was conducted at all levels of ARS in accordance with the Air Rescue Training Manual 50-1 which was included as an appendix to the last historical report.

The joint training exercises mentioned earlier in this chapter naturally were another highly important phase of the ARS training program.

MANUALS PUBLISHED. The SA-16 Manual which was completed and sent to the field late in the last reporting period has been kept current with changes and additions. The manual was included in the last historical report and change sheets during this period are included in this report as Appendix IX,

An H-19 Manual, covering the operation of the H-19 type helicopter, was developed during this period and the initial chapters of it were sent to the field. This manual is attached to this report as Appendix X.

AIRCRAFT. A breakdown of all types of aircraft assigned to Air Rescue Service will be found in the ARS Data Book, APPENDIX VI to this study.

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The marker light will be utilized for marking crash sites and reference points.

PNEUMATIC SHELTERS. Operational suitability tests on various designs of pneumatic shelters were carried out this period but none of those tested met the requirements established by ARS. It was expected the project would be continued, however.

FLOATING RESCUE LINE. All proposals for a gun propelled floating rescue line were disapproved during this period. USAF has directed the Air Research and Development Command to make modifications on the allied equipment for the presently authorized lyle gun.

MOBILE LIFERAFT FOR SA-16. Approval of the ARS requirement for a mobile liferaft to be carried by SA-16 type aircraft was approved by USAF. Motor mounts were to be fabricated locally and a 1/1/10 horse power, single cylinder, two cycle motor was approved for utilization in the project. Emergency procurement was directed in order that all SA-16's operating in the Far East will be equipped at the earliest possible date.

IMPROVED PARACHUTE REQUESTED. A requirement for an improved parachute for use in pararescue work was submitted in January 1952. Much criticism had been received of the characteristics of the parachutes in use.

BINOCULARS. The requirement for a gyro stabilized binocular

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All operating units in ARS having SA-16 and SB-29 aircraft were requested to review the established flyaway kits for those aircraft and forward recommended changes to Headquarters, ARS. In conjunction with the survey, it was anticipated that the basic structure of the flyaway kit will be changed to assign a master kit to each unit from which individual flyaway kits will be issued to individual aircraft.

The flyaway kits continued to be of great assistance in the maintenance of aircraft assigned to forward areas in the Korean theatre of operations.

PARADOCTOR KITS. It was discovered late in this reporting period that perishable medical components of the Paradoctor Kit were being shipped to AMC depots and held there until kits were completed for shipment to ARS activities.

The plan was deemed impractical and it was directed that perishable items be shipped to ARS activities in advance.

COMMUNICATIONS AND ELECTRONICS. Supply and maintenance problems in the communications and electronics equipment field made their appearance at numerous times during this historical period as in the past. Close vigilance had to be maintained at all times to insure proper action to correct undesirable situations.

Fluctuating AC voltages on the SA-16 aircraft continued to be a problem. Repeated surveys have been carried out in the past in trying to correct this trouble but results have

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